


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2007-0299R2</b>  <b>Date: 28 October 2008</b>  Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>
AIRBUS	A300 aircraft
TCDS Number : France No. 145	
Foreign AD : Not applicable	
Revision: This AD revises and replaces EASA AD 2007-0299R1 dated 14 December 2007.	
<b>ATA 57</b>	<b>Wings – Centre Flap Inner Tab Hinge Bracket – Inspection / Replacement</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie).
<b>Applicability:</b>	Airbus A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aircraft, all serial numbers, except aircraft which have been modified in accordance with Airbus Service Bulletin (SB) A300-57-0252 (Airbus modification 13400).
<b>Reason:</b>	<p>An operator has reported the loss of a centre flap inner tab on an in-service A300 aircraft. The centre flap inner tab detached during approach to an airport. A similar event was reported several years ago on pre-mod 04770 aircraft. Previous failure at aft lug of centre brackets led to the issuance of Airbus SB A300-57-0205.</p> <p>In the most recent case, the aircraft had been modified in accordance with Airbus SB A300-57-0205 (Airbus modification No. 04770). Investigations led by the manufacturer revealed that the centre hinge bracket developed a fatigue crack causing complete failure of the bracket. The tab rotated, causing failure of the inboard link followed by the failure of the outboard link.</p> <p>To avoid a detachment of a centre flap inner tab, which could be a potential risk to persons on ground, this AD requires a repetitive inspection of the centre flap inner tab hinge bracket and replacement of the bracket when cracks are detected.</p> <p>Revision 1 of this AD was issued to add paragraph (5) to the compliance, which includes the reporting of inspection results to the TC holder.</p> <p>This Revision 2 has been issued to introduce an optional terminating action and some editorial improvements in the Compliance section. No changes have been made to the technical requirements or compliance time(s) of this</p>

	<del>AD:</del> <del>This AD no longer applies to aircraft that have been modified in accordance with Airbus SB A300-57-0252.</del>																				
Effective Date:	25 December 2007																				
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Initially, at the time indicated in Table 1 or Table 2 of this AD, as applicable, accomplish a High Frequency Eddy Current (HFEC) inspection of the centre hinge bracket of the centre flap inner tab (on both wings) in accordance with the instructions of Airbus SB A300-57-0250:</p> <table border="1" data-bbox="480 514 1308 873"> <tr> <th colspan="2">Table 1: aircraft in pre-SB A300-57-0205 configuration</th></tr> <tr> <th>Flight Cycles (FC) accumulated since first flight:</th><th>Compliance time:</th></tr> <tr> <td>Less than 6 000 FC</td><td>Prior to accumulating 6 000 FC since first flight</td></tr> <tr> <td>Between 6 000 and 12 000 FC</td><td>850 FC after the effective date of this AD</td></tr> <tr> <td>More than 12 000 FC</td><td>500 FC after the effective date of this AD</td></tr> </table> <table border="1" data-bbox="480 930 1308 1289"> <tr> <th colspan="2">Table 2: aircraft in post-SB A300-57-0205 configuration</th></tr> <tr> <th>FC accumulated since Airbus SB A300-57-0205 modification:</th><th>Compliance time:</th></tr> <tr> <td>Less than 6 000 FC</td><td>Prior to accumulating 6 000 FC since Airbus SB A300-57-0205 modification</td></tr> <tr> <td>Between 6 000 and 12 000 FC</td><td>850 FC after the effective date of this AD</td></tr> <tr> <td>More than 12 000 FC</td><td>500 FC after the effective date of this AD</td></tr> </table> <p>(2) Thereafter, at intervals not to exceed 850 FC, repeat the HFEC inspection of the centre hinge bracket in accordance with the instructions of Airbus SB A300-57-0250;</p> <p>(3) If, during any inspection as required by this AD, a crack is detected, before next flight, replace the centre hinge bracket in accordance with the instructions of paragraph C of Airbus SB A300-57-0250. Replacement of the centre hinge bracket does not constitute terminating action for the inspection requirements of this AD.</p> <p>(4) Within 6 000 FC after replacement of the centre hinge bracket and thereafter at intervals not to exceed 850 FC, repeat the HFEC inspection of the centre hinge bracket in accordance with the instructions of Airbus SB A300-57-0250.</p> <p>(5) Within 30 days after each inspection, fill in the Airbus SB A300-57-0250 Inspection Report sheet and send the result of this inspection, including no finding, to Airbus, address indicated in the 'Remarks' section of this AD.</p> <p>(6) After modification of an aircraft in accordance with Airbus SB A300-57-0252, the requirements of this AD no longer apply to that aircraft.</p>	Table 1: aircraft in pre-SB A300-57-0205 configuration		Flight Cycles (FC) accumulated since first flight:	Compliance time:	Less than 6 000 FC	Prior to accumulating 6 000 FC since first flight	Between 6 000 and 12 000 FC	850 FC after the effective date of this AD	More than 12 000 FC	500 FC after the effective date of this AD	Table 2: aircraft in post-SB A300-57-0205 configuration		FC accumulated since Airbus SB A300-57-0205 modification:	Compliance time:	Less than 6 000 FC	Prior to accumulating 6 000 FC since Airbus SB A300-57-0205 modification	Between 6 000 and 12 000 FC	850 FC after the effective date of this AD	More than 12 000 FC	500 FC after the effective date of this AD
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Ref. Publications:	<p>Airbus SB A300-57-0250 original issue or revision 01</p> <p>Airbus SB A300-57-0252 original issue</p> <p>Airbus SB A300-57-0205 original issue</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 12 November 2007 as PAD 07-197 for consultation until 10 December 2007. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</li> </ol>